**TRANSPORTATION POOLED FUND PROGRAM**

**QUARTERLY PROGRESS REPORT**

Lead Agency: **Utah Department of Transportation**

**INSTRUCTIONS:**

*Project Managers and/or research project investigators should complete a quarterly progress report for each calendar quarter during which the projects are active. Please provide a project schedule status of the research activities tied to each task that is defined in the proposal; a percentage completion of each task; a concise discussion (2 or 3 sentences) of the current status, including accomplishments and problems encountered, if any. List all tasks, even if no work was done during this period.*

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| **Transportation Pooled Fund Program Project #**  **TPF-5(394)** | | **Transportation Pooled Fund Program - Report Period:**  \_ Quarter 1 (January 1 – March 31, 2022)  \_ Quarter 2 (April 1 – June 30, 2022)  **x Quarter 3 (July 1 – September 30, 2022)**  \_ Quarter 4 (October 1 – December 31, 2022) | |
| **Project Title:**  **Western Maintenance Partnership – Phase 3** | | | |
| **Name of Project Manager(s):**  Shawn Lambert | **Phone Number:**  801-910-2570 | | **E-Mail**  shawnlambert@utah.gov |
| **Lead Agency Project ID:**  CID: 42092, PIN: 17384 | **Other Project ID (i.e., contract #):**  1st consultant contract # 21-8137  2nd consultant contract # 22-8604 | | **Project Start Date:**  January 2019 (pooled fund)  August 12, 2020 (1st contract)  January 5, 2022 (2nd contract) |
| **Original Project End Date:**  June 2024 (pooled fund) | **Current Project End Date:**  June 2024 (pooled fund)  Dec. 31, 2020 (1st contract SOW)  June 30, 2022 (2nd contract closed) | | **Number of Extensions:**  1st contract: no mods  2nd contract: no mods |

Project schedule status:

**X** On schedule \_ On revised schedule \_ Ahead of schedule \_ Behind schedule

Overall Project Statistics:

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| **Total Project Budget** | **Total Cost to Date for Project** | **Percentage of Work**  **Completed to Date** |
| Total pledged funds = $135,000.00  Current obligated funds = **$120,000.00**  (incl. $15K non-federal from previous TPF)  1st consultant contract: $9,225.00  2nd consultant contract: $7,491.67  Fund balance not on contract = $97,724.01 | Contract management: $735.99  Conf. hosting support: $0.00  Conf. travel reimb.: $4,823.33  1st consultant contract: $9,225.00  2nd consultant contract: $7,491.67  **Total: $22,275.99** | N/A |

***Quarterly*** Project Statistics:

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| **Total Project Expenses**  **and Percentage This Quarter** | **Total Amount of Funds**  **Expended This Quarter** | **Total Percentage of**  **Time Used to Date** |
| This Quarter = 0%  Total Project = 19% | Consultant invoices: $0.00  Total quarter: $0.00 | 67% (project) |

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| **Project Description**:  In the 1980's the Rocky Mountain Maintenance Tour established a highly effective forum for the exchange of information, techniques, policies and strategies for the maintenance of the Highway System. Since that time the role of Maintenance as a critical element in the overall management of the State Highway infrastructure has increased. Most Maintenance managers have been completely replaced since the ending of the Rocky Mountain Maintenance Tour. The primary focus has also shifted from new construction and major rehabilitation to more attention to infrastructure preservation and asset management via cost effective maintenance. Reactive maintenance alone is not adequate to overcome the challenges of rapid deterioration of roads, considering aging of the infrastructure and growing economic constraints.  The Western Maintenance Partnership (WMP) previously ran from 2006-2014 as TPF-5(145), and from 2015-2019 as TPF-5(312). This 5-year continuation of the WMP will pool the efforts of the participating agencies to provide a focused look at Maintenance, and will partner with WASHTO states to share experiences, innovations, expertise and solutions to the complex management of highway assets. Maintenance issues include policies, practices, specifications, field investigations, applied research, materials, and training. It is expected that a roundtable and sharing of field experience via hands on demonstration of features will be key elements of the annual meetings.  Objectives:  The purpose of the Western Maintenance Partnership (WMP) continuation is to provide a partnering forum for promoting effective maintenance strategies through the following objectives:   * Provide travel reimbursement funds for an annual meeting (WASHTO Committee on Maintenance) and a multi-day annual workshop/scan tour, for discussion and exchange of information and knowledge about each state's maintenance program. * Provide a means to define, support and share technology of mutual interest. * Provide funds for formal training presentations during the annual workshop. * Provide funds for management support of WMP. * Provide funds for special studies, investigations, research and training.   Scope of Work:  The minimum funding contribution is needed to:   * Provide travel reimbursement funds for an annual meeting (WASHTO Committee on Maintenance) and a multi-day annual workshop/scan tour, for discussion and exchange of information and knowledge about each state's maintenance program. * Provide funds for formal training presentations during the annual workshop. * Provide a forum to define, support and share technology of mutual interest. * Implement task orders, as designated by the WMP members. * Provide funds to manage the WMP's operations and to maintain a web site that would display meeting reports, state guidelines and specifications. |

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| **Progress this Quarter (includes meetings, work plan status, contract status, significant progress, etc.):**  Preparations have continued to plan and hold the next WASHTO SCOM to be held in-person August 2023 in Boise, Idaho. The event will be held August 13-16, 2023. There will be more information available shortly. Additionally, a scanning tour led by Washington DOT to discuss, observe and address lessons learned regarding Homeless Camps, and what DOT’s can do to be more successful in dealing with these difficult situations, is being planned. Timing of the scanning tour is likely in 2023 or early 2024. |
| **Anticipated work next quarter**:  The beginning of the quarter will include planning for two upcoming WASHTO SCOM events:   * WASHTO SCOM Leadership will work with a UDOT Consultant to continue planning the annual meeting that will be hosted by the Idaho Transportation Department (ITD). This will be held in the summer of 2023. * Preparations will continue to plan and hold a scanning tour led by Washington DOT to discuss, observe and address lessons learned regarding illegal Homeless Camps and what DOT’s can do to be more successful in dealing with these difficult situations. Timing of the scanning tour is 2023 or early 2024.   Partner states’ travel expenses to attend the 2023 SCOM Conference and scanning tour can be reimbursed through the pooled fund. Those states that want to request travel reimbursement should contact Ryan Ferrin of UDOT Maintenance at [rferrin@utah.gov](mailto:rferrin@utah.gov).  We request that participating states post their funding commitments on the TPF website and transfer their commitment amounts to UDOT: <https://www.pooledfund.org/Details/Study/647>  Contact David Stevens of UDOT Research & Innovation at [davidstevens@utah.gov](mailto:davidstevens@utah.gov) if you have questions about funding transfers. |

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| **Significant Results:**  Preliminary plans were made:  Summer of 2023: Idaho DOT will host the Annual WASHTO SCOM 2023.  Fall 2023/Spring 2024: Peer Exchange will be held in Washington focused on Illegal Homeless Camps. |
| **Circumstance affecting project or budget. (Please describe any challenges encountered or anticipated that**  **might affect the completion of the project within the time, scope and fiscal constraints set forth in the**  **agreement, along with recommended solutions to those problems).**  No new issues at this time. |

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| **Potential Implementation:**  Member states analyze and implement numerous ideas from the WASHTO SCOM conference. Some of the implemented items include:  Training programs  Winter road condition reporting  Performance metrics and measures  Equipment innovations and maintenance |